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THE PANAMA CANAL REVIEW

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"Sorrow Shall Be Turned Into Joy"

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W. P. LEBER, Lieutenant Governor
FRANK A. BALDWIN
Panama Canal Information Officer

PANAMA CANAL REVIEW

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Colonel Parker and Colonel Leber pose in the Lieutenant Governor's office.

Arriving and Leaving

THE CANAL ZONE will have a new Lieutenant Governor beginning Monday, April 8, as Col. Walter P. Leber departs for a new assignment as Ohio River Division Engineer, and Col. David S. Parker assumes his new duties as Lieutenant Governor of the Canal Zone.

Colonel Leber, who recently was nominated for promotion to Brigadier General by President Kennedy, has served as Lieutenant Governor since June 26, 1961, when he came to the Isthmus from Washington, D.C., where he had served 3 years as Executive Officer to the Chief of Engineers.

Colonel Parker, who served as Military Assistant to the Governor of the Canal Zone from 1952 to 1954, arrived on the Isthmus late last month from Washington, D.C.

Graduated from the United States Military Academy at West Point in 1940, the new Lieutenant Governor served on the staffs of both Adm. Chester Nimitz and Gen. Douglas MacArthur during World War II. He was with the Army of Occupation in Japan for 3 years, received a master's degree in civil engineering from the University of California in 1949, served as instructor in Military Topography at West Point, then came to the Canal Zone for his first tour of duty with the Canal organization.

Since leaving the Isthmus in 1954, he has served with the Portland Engineer District in Oregon, with the First Corps in Korea, and with the office of the Chief of Engineers in Washington.

The departing Lieutenant Governor, a native of St. Louis, will be stationed at Cincinnati, Ohio, in his new assignment.

THIS MONTH'S COVER

THE ANNUAL observance of Semana Santa (Holy Week) in Panama brings forth many traditional religious processions in commemoration of the Life, Passion, and Death of Jesus Christ. The cover photo, taken by Orestes Cabredo, Panama photographer, shows such a procession in Penonomé. Holy Week this year is April 7 through 14.

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ZONIANS AND PANAMANIANS dubious about driving between here and the United States got a shock recently when 24 trailer couples arrived, a few of them young, in their 50's, others retirees in their 70's. The Highroaders have taken all kinds of roads, not just high ones. Some members list Africa, Russia, and Alaska among their more distant tour points. For an account of their visit, see page 3.

A dewatered chamber of Miraflores Locks will be the scene of a Shrine ceremonial reenacting an initiation of nearly 50 years ago. One of the members of the original initiation class still is living on the Isthmus.

Out on the Cut widening project relics predating even early French construction days are being found, some from the late 1850's. And there's a report on expansion of the microwave network on the Isthmus. Fourteen towers, many in remote sites, were required for the installation, which serves 20,000 subscribers in major population centers.

Veterans of many miles in many lands, Joe and Lydia M. Bos stand alongside their trailer, on which is painted a list of their travels.

As the trailer travelers came off the bridge, nearing completion of their journey—one way.

"LET'S GO" . . . AND THEY DID

WHAT TO DO with those long empty years after retirement?

This is a problem which never has been raised for many of the 48 men and women who visited the Isthmus recently as members of the Highroaders Trailer Club.

With most of them well into their 60's—there are two or three babies in their 50's—the energetic Highroaders have been exploring the highways and byways of the world, and they love it.

Their mode of travel is one that is fairly common in the United States but practically unknown in Panama. In fact, their arrival on the Isthmus caused a mild sensation among most local residents who were unaware that the Interamerican Highway was open to anything more cumbersome than the family car.

While residents of the Canal Zone and Panama may drive to David, the Costa Rican border, or even to San José, this group of intrepid trail-breakers succeeded in piloting their cars and trailers over the unpaved mountain roads of Central America, experiencing nothing more serious than a few flat tires and/or a broken spring.

The Highroaders may be out for adventure, but they believe in comfort too. Their roomy trailers are equipped with electric lights, running hot and cold water, showers, toilets, and refrigeration. Some had the added luxury of air conditioning. One pair of travelers had an electric organ which was used for church services and came in handy for evening entertainments, and several had motor scooters as part of their equipment.

Under the capable guidance of William O. Carlson of Franklin, Ohio, the trailer travelers drove down through Mexico and Central America at a fairly steady pace, with stops here and there for sightseeing, repairs, and rest.

Taking a hint from their pioneer ancestors, the Highroaders followed each other in caravan style, parked for the night in a loose circle, and had community conferences on routes, travel time, and stopover sites. They usually hit the road about 8 a.m. and sometimes drove until 4 in the afternoon.

Community activities were coordinated, with different tasks taken over by volunteers. The Sunday church services, for instance, were conducted by Mrs. Lena Mae Shank of Indianapolis, who was elected honorary chaplain. In Tegucigalpa, Honduras, they held services under the wing of a plane with an interested group of Hondurans watching in the background.

Her husband Robert, an airport operator, has the distinction of being the only surviving one of the four airmail pilots who flew the mail when the U.S. Government took over this service in 1918.

The necessary and important job of collecting and distributing mail was assumed on the trip by Charles Dodge of Imlay City, Mich. He did so well, in fact, that his fellow travelers were thinking of giving him some sort of a certificate.

While most of the Highroaders have been members of the Caravan Club for a number of years, this was the first extensive trip for Lawrence Wilkins, a former engineer with the Pontiac Motor Co. in Michigan. Mr. Wilkins was so interested in the trailer-travel hobby that he designed a Pontiac specially equipped for trailer towing. He retired from Pontiac January 1 after 35 years of service, so he could make this trip.

In addition to their own names and the number of their trailers, the Highroaders have painted on their trailers the names of many of the countries they have visited in their travels. On some, the list is impressive.

Probably all travel records for members of this particular group were broken by Horace Dickey of Burbank, Calif., who retired 6 years ago when he was 70 and since then has trailered through most of Africa and Europe, including Russia, and visited a number

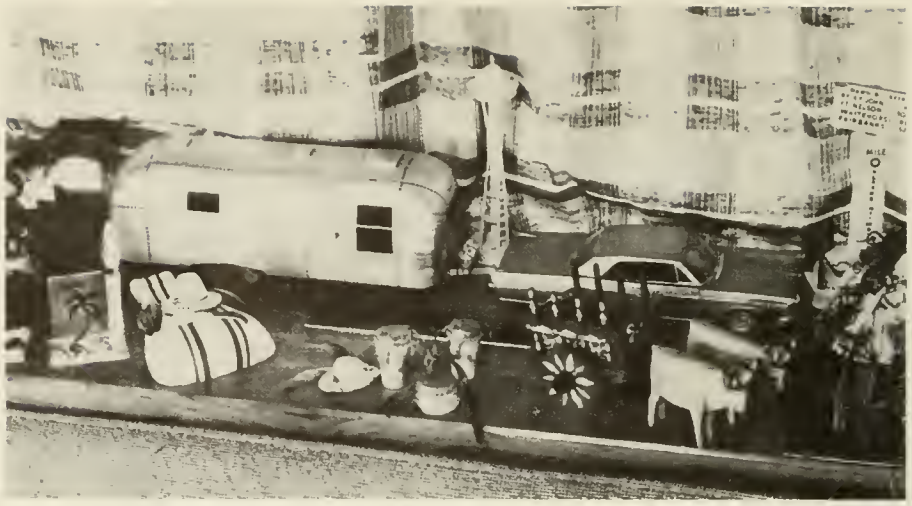
William O. Carlson, Highroaders leader, is greeted by Manuelita de la Guardia of the Panama Tourist Institute, and Frank A. Baldwin, Panama Canal Information Officer. In background is Caravaner Mrs. Henry Gustafson.

of countries in the Middle East and Asia. One of his prize exhibits is a picture of his trailer parked in Red Square in Moscow.

In 1959 and 1960, Mr. and Mrs. Dickey traveled in their trailer from the most southern point in Africa to the most northern part of the Norwegian peninsula. The Dickeys had a narrow escape in Africa when a sleepy elephant ambled into the trailer camp one night and just happened to step on their trailer. The body of the vehicle received extensive damages. The Dickeys, however, escaped uninjured.

Language can sometimes be a barrier, but in most places the Highroaders encountered only courtesy and hospitality. On the way down through Central America, there were a few extensive delays at the borders while surprised customs and immigration officers tackled the task of inspecting 24 trailers and their 48 occupants. They were enthusiastic about their reception in Panama, where they were met by Manuelita de la Guardia of the Panama Tourist Institute and Frank A. Baldwin of the Panama Canal Information Office.

Although a few decided to return home by ship, or ship cars and trailers and fly home, some of the group who came as far as Panama retraced the road back to Mexico and the Texas border after a period of sightseeing and shopping on the Isthmus.



A windowsill shelf in the Wilkins trailer with miniature car and trailer, Seattle World's Fair souvenir, center, Alaska "milepost," at right, and mementos of trip to the Isthmus.

Their headquarters and trailer haven here was a section of the parking area at the President Remon Racetrack, where special water and power lines and lights were extended to the caravan. During their stay, many were guests at an exhibition of folklore dancing and other events in Panama City, visited the San Blas Islands, Miraflores Locks, made a partial transit of the Canal, visited Summit Gardens, and drove on as far as Chepo for a picnic dinner.

One of the races at the Remon track was labeled the Inter-American Caravan Handicap in honor of the visitors and Mr. Carlson made the trophy presentation.

All along their route to Panama, the trailerites found citizens surprised that they were not advertising anything, had nothing to sell, that there were "no strings" attached to the Caravan trip, that it was strictly for pleasure, nobody was paid, and all paid their own expenses.

The trip to the Isthmus resulted when a number of the Caravan members were chatting during a get-together in Florida. In 1958, 26 trailers made a

(*See p. 23*)

Visitors were amazed at spaciousness and convenience of equipment in trailers. Here Dee Blakeley converts couch into a bed for two.

THEIR HOMES ALL OVER U.S.

Dr. Eugene and Elizabeth Birchwood—1755 East 73d Place, Chicago 49, Ill.
Bud and Dee Blakeley—17235 East Annadale, Sanger, Calif.
Joe and (Toots) Lydia M. Bos—108½ West Linn Street, Marshalltown, Iowa.
Paul and Madeline Bryan—6376 17th Avenue North, St. Petersburg, Fla.
Bill and Agnes Carlson—P.O. Box 5, Franklin, Ohio.
Horace and Alice Dickey—1225 North Main Street, Burbank, Calif.
Charles and Irene Dodge—145 Grove Avenue, Imlay City, Mich.
Ralph and Lillie Douglass—P.O. Box 51, Sedona, Ariz.
C. K. and Mildred Fetter—747 West Market, Lima, Ohio.
Clay and Esther Garrison—3901 South Dixie Drive, Dayton 39, Ohio.
Lloyd and Lilia Goodwin—Miami, Okla.
Henry and Nina Gustafson—327 East 13 Mile Road, Royal Oak, Mich.
Guy and Louise Hawks—4310 Southern Parkway, Louisville 14, Ky.
Vernon and Clara Leech—12382 Zig Zag Way, Tustin, Calif.
Worth and Maud Overacker—R.D. No. 1 Box 370, Coca, Fla.
Max and AnnaBelle Parsons—103 Sunnyside Drive, Battle Creek, Mich.
Raymond and Ethel Rains—4608 Southern Parkway, Louisville 14, Ky.
Paul and Ruth Ross—19409 5th Avenue, La Puente, Calif.
Robert and Lena Mae Shank—4100 Moller Road, Indianapolis 14, Ind.
Val and Mary Sutcliffe—1337 East 9th, Okmulgee, Okla.
Clifford and Mary Warren—9840 Sashabaw Road, Clarkston, Mich.
Floyd and Ruth Wells—3432 Parkside Drive, San Bernardino, Calif.
Lawrence and Erma Wilkins—10265 Lakeside Drive, Pontiac, Mich.

LOCK CHAMBER SITE FOR SHRINE CEREMONIAL

Hugh (Scotty) MacPherson

The bronze tablet located on the center wall of Miraflores Locks commemorating the first Shrine Ceremonial held south of the U.S. border is examined by George M. Klepper, left, Imperial Potentate of the Shrine, who visited the Isthmus recently. With him is Burton Davis, Plant Engineer of the Industrial Division, who is the Potentate of the Abou Saad Temple of Ancon.

SUNDAY afternoon, April 7, about 4 p.m., a group of several hundred solemn men, some wearing Shrine regalia and all wearing Shriners' fezzes, will descend into the empty upper lock chamber of the west lane of Miraflores Locks.

They will not be on their way to the empty chamber to continue with the periodic lock overhaul which has been in progress in the west lane since March 18, although a number of Locks Division and locks overhaul employees may be among them, including Roy Stockham, Chief of the Locks Division.

They will be Nobles of the Ancient Arabic Order of the Mystic Shrine who, on the empty floor of the locks chamber, will initiate 50 or more men into the order in a reenactment of a Shrine initiation ceremonial first held in this lock chamber September 1, 1913.

The ceremonial to be held Sunday will be conducted by Abou Saad Potentate Burton Davis, who is employed by the Panama Canal as Plant Engineer of the Industrial Division. He will be assisted by the divan officers and others of the 700 Nobles of the local temple and possibly representatives of the Osman Temple of St. Paul, Minn., which is the mother temple of Abou Saad.

An honored member of the group will be Hugh (Scotty) MacPherson, a retired Panama Canal employee who came to work with the Isthmian Canal Commission in 1907 and who is the only member of the original initiation class still living on the Isthmus.

In fact, Scotty is one of only five or six survivors of the first class of 171 "sons of the desert" on whom, according to the inscription on a bronze tablet on the Miraflores Locks wall, "was conferred in full form the Ancient Arabic

Members of the fife and drum corps of the Osman Temple of the Ancient Arabic Order, Nobles of the Mystic Shrine, shown at the bottom of the west chamber of the upper lock at Miraflores during the first initiation ceremony held September 1, 1913. The Osman Temple is located in St. Paul, Minn.

Order of the Nobles of the Mystic Shrine."

Also present will be James E. Jacob, a retired employee of the Canal Zone Health Bureau, who is the only other charter member of Abou Saad Temple now living on the Isthmus. Abou Saad Temple received its charter from the Imperial Council in 1917.

Although Scotty and his fellow initiates of that ceremony held in the empty unfinished lock chamber a half century ago went through what Shriners call a "hot sands" ceremonial, the men to be received into the order Sunday will get the "cold sands" treatment. In other words, the initiation will be a little more decorous than most of these affairs and much easier on the initiates.

Scotty, who now lives in the Cristobal YMCA, recalls that original ceremony as a memorable occasion.

It was attended by 190 visiting members of the Mystic Shrine who came to the Isthmus from St. Paul by way of New Orleans. The group included Imperial Potentate W. W. Irwin and J. Harry Lewis, potentate of Osman Temple.

The ceremonial was authorized under the special dispensation of the Imperial Potentate and was the first Shrine Ceremonial ever held south of the Rio Grande.

The west chamber of Miraflores Locks, on which work was being completed in 1913, was decorated to resemble the interior of a Shrine Temple. After the 171 sons of the desert had crossed the hot sands to the city of "Mecca," a bronze tablet was placed on the centerwall of the locks to commemorate the event.

The tablet, still in place on the locks centerwall, bears the following inscription:

"This tablet marks the oasis where, on "Ailoul Ahaad 1327," (September 1, 1913) a caravan from Osman Temple paused in its journey toward the setting sun and conferred in full form the Ancient Arabic Order of the Nobles of the Mystic Shrine on 171 sons of the desert in service under the Isthmian Canal Commission. May Allah protect and sustain them."

In addition to being a venerable and still active member of the local Shrine, Scotty MacPherson is a Knight Commander of the Court of Honor of the Zone and is an honorary member of Scottish Rite Bodies in the Canal Sojourners Lodge, A.F. & A.M., in Cristobal. His home Lodge is in Saltcoats, Scotland, a town Scotty left in 1907 to come to Panama to work for the Isthmian Canal Commission as a carpenter foreman. He remembers that he directed the carpenters who were doing the interior finishing work on Colonel Goethals' house in Culebra.

An attack of malaria forced him home to Scotland for a year, but Scotty returned to Panama and continued with the Panama Canal's former Building Division until his retirement in 1934. Still full of vim and vigor, Scotty transferred to the U.S. Navy and was employed on the Atlantic side until 1947 when he retired for the second time. He has been a naturalized United States citizen since 1911.

All Shriners in good standing residing on the Isthmus or visiting here are invited to attend the ceremony to be held at Miraflores Locks Sunday. The only requirement, in addition to a membership card, is that the member wear a fez. Those who attend will receive cards to commemorate the occasion.

In holding the ceremony at Miraflores in April, the members of the Order of the Shrine are jumping the gun slightly since the ceremonial 50 years ago was held September 1.

But there was little choice, since this is the first time that the upper west chamber of Miraflores Locks has been unwatered since 1961 and it probably will be the last time except in case of an emergency or inspection, that the water is completely drained from the Miraflores Locks to permit overhaul.

The overhaul work now being done at the Miraflores Locks includes modifications to make unwatering of the locks chambers unnecessary when repair or overhaul is scheduled.

Tangle of old rails in foreground forms frame for view of section of original right-of-way location of old Panama railway line. Stone ballast now is surface of roadway into project area.

A bridge of the old French railway, over a Mandinga River slough, back in use. Earth moving equipment and cars of employees of the contractor and project supervisors now pass over it, after rough surfacing with a fresh cover of earth.

MUSEUM PIECES From The Cut

Several of the old wrought iron railway cars found on the side of a bank, partially embedded in the earth. Some of the lighter bracing members were distorted by trees 2 feet and more in diameter growing up through them.

AN OPEN AIR museum of relics predating even early French construction days on the Panama Canal will be established within the near future as a by-product of the latest project for widening of the Canal channel from 300 to 500 feet.

It is to be located on Contractor's Hill, and can be established at little cost through coordination with routine project operations. Material and equipment of French construction days and some from the old Panama Railroad dating back to the late 1850's are being dug out by the contractor at work on the Zone I (above elevation 95) work on the 3.1-mile Bas Obispo-Las Cascadas Reach widening.

Plans also call for placing representative items of construction equipment in the vicinity of the Balboa Heights railroad station where the most ancient of the Panama Railroad's locomotives, "Old 299," was dedicated as a monument January 28, 1955, during celebration of the railroad's centennial.

Old, small Belgian and French dump cars manufactured in the 1880's, and some from early U.S. construction work, are being found on the project site, along with rail, original bridges for the rail line, and pieces of abutments for it.

Some of the best of the representative salvage items, including each different type of car, will be put aside, cleaned and restored, and mounted on pieces of original rail.

A considerable amount of such salvage is being found in the project area, more than on earlier widening projects. Work in this area is the first in which the contract was basically for

removal of simple earth overburden, with a minimum of rock excavation. It is intended to use the satisfactory rock from the Bas Obispo-Las Cascadas Reach project for fill for the Trinidad Dam.

Some rocks and boulders, of course, are being encountered in the project, since the area is referred to as a "geological garbage dump" due to volcanic activity and tectonic disturbances.

These tectonic disturbances have been upheavals and dropping of large blocks of earth masses deep within the ground, as well as at the surface, resulting in seismic activity and folding and faulting of the earth's crust. Volcanic activity and marine sedimentation have occurred repeatedly from 50 million years ago to the present.

The four huge 44-cubic yard power scrapers at work have had a peak week as high as approximately 180,000 cubic yards of earth and rock moved, being kept at the job on two 12-hour shifts 6 days a week. They are proving to be rugged machines, and have a life expectancy of several years. They each consume about 580 gallons of diesel oil per day on a full schedule.

The Bas Obispo-Las Cascadas Reach Zone I contractor, Moretti-Harrison, of Miami, Fla., should be at least a mile south of the starting point at the Mandinga River by the time bids are taken sometime after July 1 for the Zone II work (below elevation 95). The Dredging Division will complete the Zone II work in the Empire Reach widening project area to the south in a few more weeks.

Some of the better scrap is being salvaged for bureaus and divisions which have use for it. The rest will be reburied in spoil dumps with a minimum amount of cover so it can be reclaimed later if this desirable. The best scrap is bringing only $20 a ton now, compared with more than $40 a ton 7 or 8 years ago. Difficulty of removal and difficulty of access to the project area currently make it uneconomical to salvage the poorer scrap.

Pieces of the scrap have punctured six of the tires for the big power scrapers—tires costing about $4,000 each. Five of those punctured still are useable. One is a complete loss because of breaking of the multiple ply wire mesh reenforcing these tires in place of the fabric used in regular tires. The others damaged have a reduced service mileage left. Six new ones have been purchased.

There's little difference in character of earth and rock being encountered on the Bas Obispo-Las Cascadas Reach project from that found during similar work on the west bank of the Canal farther south, with sediment showing heavy volcanic content.

Source of this, it is believed, was an ancient volcano in the vicinity of the hills between Chiva Chiva Trail and Las Cumbres on the Trans-Isthmian Highway. Cerro Gordo, on the Continental Divide behind Empire Reach, probably was a subsidiary cone late in the volcanic history of the area.

Parts of the apparent cone of this volcano are about 3½ miles from the Bas Obispo-Las Cascadas project area, and within approximately 1½ miles of the Canal channel at the closest point.

Communism: For The Birds

THERE'S a general exodus of balanced wildlife from the area of the Bas Obispo-Las Cascadas Reach Canal widening project.

Among those fleeing as earth moving equipment works south are some "Communists." These are the Greater Ani, birds of a dozen or so per flock which build a communal nest on the ground, take turns using it, sit simultaneously on eggs laid in it, and apparently share parenthood of all results of hatching.

And . . . on numerous occasions they appear to have noisy and unnecessary conferences and disturb the natural serenity of their surroundings, reports project engineer Charles McG. Brandl, amateur naturalist and aspiring ornithological photographer.

Wary and timid, the Greater Ani are rare in and near populated areas, but fairly common in more remote regions.

The better known Lesser Ani often follow mowers, gleaning for the insects put to flight.

Also found in the project area have been the mot-mots, pretty birds with iridescent pastel coloring. They have a distinctive call and respond to calls by bird fanciers, coming to them. They have a peculiar tail construction and the effort of making their call causes their tails to flop forward as they sound off.

This puncture cost about $4,000. A piece of old rail from French construction days pierced the thick rubber and heavy metal mesh multiple ply of one of the huge tires for the 44-cubic yard power scrapers at work on the project. This tire was brand new when work started January 21.

Abutments of the original French railway bridge across the Mandinga River are visible in center of picture on far bank. The location is about a quarter of a mile west of the Canal channel.

INTER-AMERICAN RELATIONS

•

Inter-American relations is an "already long and somewhat abused" subject, in the opinion of Bishop Mark G. McGrath, C.S.C., Auxiliary Bishop of Panama, but one that will have to be discussed for many decades to come with "increasing clarity and a greater sense of urgency." His comments here are from a speech before the American Society of Panama recently. They are published as the views of a man held in high regard by all who know him, who has dedicated his life to service, and who cannot be accused of "crackpotism" or "ax-grinding" for personal reasons.

Bishop McGrath offered his comments "with the consciousness that many are better informed than myself and more equipped to speak on the matter; I simply give my ideas and reflections with the hope that they may contribute something to your own thinking on the problem."

Chips land in Panama, the Canal Zone, and many even fly as far as the United States itself.

BISHOP MARK G. McGRATH

Bishop McGrath, C.S.C., who has spent much of his life working on behalf of Latin American campesinos, is the son of the late John T. McGrath, a Canal employee who came to the Isthmus in 1914 from Trenton, N.J. He lived in the Canal Zone several years, attended the University of Notre Dame, received his bachelor's degree at Catholic Institute in Paris, and earned his doctorate in theology at the College of Angels in Rome. He was consecrated as a Bishop October 8, 1961, and named auxiliary to the Archbishop of Panama.

A VERY HIGH Churchman in North America recently remarked to me that there was not much reason for thinking of help to Latin America since these countries would have to go through a Communist experience anyway.

Apart from the fact that a nation does not merely "go through a Communist experience" (because the door closes behind the nation which falls under communism and it does not easily re-open), there is the more fundamental concern caused by the statement to which I refer, namely, the extreme pessimism reflected in what a recognized leader of society in North America is thinking about our part of the world. There are others, of course, who brush off the worries and dangers of the time with a bland type of optimism which can only inspire in us a similar distrust.

There are those also who speak of communism in Cuba as being a blessing because it has served to awaken us to the dangers at hand. This would be true if it really had awakened a sufficient number of our leaders in both North and Latin America, and if it had not only awakened but also enlightened them to the fundamental flaws now affecting our society and driving it toward other Cubas.

I would begin by observing the strangely split personality which many Americans and, to a certain extent, the United States as such, presents before the world in the matter of Latin America as, I suppose, also in other foreign areas.

Book apparently read as form of "diplomatic masochism"

AT TIMES Americans give off an impression of bland confidence and assured superiority. At other times they seem completely overwhelmed with their inadequacy in understanding and handling foreign relations or particularly their relations in foreign countries and indulge in a severe amount of breast-beating about their mistakes and guilt and failures. An example of this type of thinking is to be found in the book written by C. Wright Mills entitled "Listen Yankee!"

The book blames the United States exaggeratedly for what has happened in Cuba; but what is most remarkable is that the book has sold widely throughout the United States, and it is apparently being read by many Americans as a form of diplomatic masochism. On a more simple plane, one discovers many Americans in Latin America who are confident of their own personal superiority in so many ways and yet find themselves embarrassingly disguising their influence on local affairs for fear that it will be rejected because it is American.

Recently I had occasion to overhear the observation of an American gentleman who was anxious to support a student in the University of Panama for a scholarship to be granted by this

It's Not All Like This

American's corporation. He was sure of what he was doing, but he was completly undone when he was told that it would be better for him not to publicize the fact that the scholarship was given by the corporation because it would limit the student's freedom in University federation activity; since he would be considered by many as a hireling of the United States.

THE GENTLEMAN could not see or understand this observation, except as an insult to his Americanism; whereas in fact, it is no such thing.

There are two very different problems involved which must be kept always distinct, namely: (1) one's own love and pride in his own great national inheritance, the virtues of his people, and his own talents; (2) as distinguished from a sincere endeavor to understand the different ways and problems of another nation in which he may find himself or with which he would have to deal; and a tactful understanding that his contribution, if it is to be positive and real for this nation, must be indirect, disguised, discreet, and always subordinate to local endeavors if it is not to be felt as an imposition from abroad.

It is an apparent difficulty in blending lawful national pride with discreet (even if vigorous) influence abroad which would seem to produce the split-personality image mentioned above.

If we go a little bit more deeply into the problem, we discover immediately what is perhaps the greatest roadblock to genuine inter-American collaboration, namely, the great ignorance that exists in both North and Latin America about one another. It is commonplace to mention this factor, and yet I do not think that we weigh the consequences.

I THINK it is fair to state that the Catholic bishops of the United States are among its most intelligent and most influential citizens. What they think and say and do about Latin America will have a great bearing upon the eventual relationships of the United States with Latin America. And yet, I think I can say without any fear of offense that most Catholic bishops of the United States know very little about Latin America and its problems and are quite confused about just what they can do to help. If this can be said of them, it certainly can be said of the ministers of other religions and of outstanding leaders in all civic and national areas.

It is not only that many, if not most of these persons, do not know whether Venezuela is to be found on the Atlantic or on the Pacific ocean, but more importantly that they do not have any clear notion of the social upheavals now taking place in Latin America and of the entire historical, social, political, and religious environment which has made and makes Latin America what it is today. Obviously we must make a similar observation regarding the ignorance of the leaders of the Latin American society, and, of course, much more so in the case of the masses, regarding the United States.

And, here again, it is not so much a question of some of them thinking that Hollywood is to be found on the outskirts of New York City as rather their frequent ignorance of the social structure of the United States and how it came to be. This is often manifest in the blanket statements of social reformers in Latin America, condemning all forms of capitalism and considering the United States to be a gross example of abusive capitalism.

ACTUALLY, THE target of these attacks is still principally the liberal capitalism of the last century which perhaps holds out in other areas of the world but which has certainly been greatly gone over in the United States which, in many ways, is a far more socialized nation today than any nation of Latin America with the exception,

Nor Is It All Like This

of course, of Cuba. One example suffices to bring out this point. The progressive tax system as applied in the United States would raise a tremendous cry from the business leaders of most of the Latin American countries if it were imposed upon them.

There is another aspect to this mutual ignorance which I think is worth bringing out; it is somewhat more delicate but I think nonetheless valuable. Most Americans who live in Latin America for short or long periods of time manage to collect themselves into very cohesive groups, known in various nations as "the Embassy crowd," "the American colony," etc., according to whether the nucleus of the group is made up of the staff of the Embassy and its related missions, or of a business group. (In Panama we have a broader-based U.S. group—Canal Zone, Armed Forces, Embassy, United States residents in Panama.)

These groups generally attend the same hotels and clubs and, in their social relationships, they are limited to contacts with one another or with persons of the country in which they are living who enjoy the same economic standards of life to which they are accustomed.

A person may live in a foreign country in this fashion for 30 or more years and never really come to know that country or its people adequately. He will judge that country exclusively by the small coterie of privileged individuals with whom he deals, and he will come to think about the country exactly as these same privileged individuals think.

I CAN EXEMPLIFY this even in the case of priests who would come from the United States to work in Latin America as missionaries. If one of them is placed as pastor of a crowded, populous, urban area, or out on land among the poor and backward, he meets the masses of Latin America; but, if he finds himself placed as a professor in a private school, frequented principally by children of well-to do families, he may never meet psychologically the masses of Latin America.

The persons with whom he will mostly deal are his students and their parents and the parents' associates, etc. He will hear them day in and day out talking about their own country. They will give him his legal advice, his educational policy will be much affected by them, he will even read the same newspapers they read. Thus it is that, though he may have been the son of a truck driver in the United States, he will develop mentally and psychologically in Latin America into an aristocrat.

This, which could happen in the case of a priest or other missionary, with more reason can take place in the case of a lay person in Latin America working for the Government or for a U.S. corporation or in a similar employment who finds that his salary allows him to enjoy the luxury of one or two maids, the best local clubs, trips to the ocean, and in general the company of the more comfortable classes of the society in which he finds himself. Thus it is that Americans abroad can quite often live within glass cages of their own making.

FROM WITHIN, they can see the poverty and the social problems of Latin America, but they come to look upon them too often with that certain indifference or fatalistic acceptance which is often characteristic of the aristocratic classes. This problem is more complicated by the fact that American businessmen abroad, as businessmen everywhere, and rightly so, are out to make money. Businessmen and industrialists are not generally philanthropic in their viewpoints on business. We know that the laboring classes in the United States had to fight long and hard to obtain a position of bargaining power by which they could eliminate most of the abuses of unrestrained capital and management.

Some would say that the pendulum has now swung in the United States to the other side. But, it is quite obvious that the labor movement in Latin America on the whole is very weak. Sometimes it makes very much noise when it is

"DIFFICULT TO RECEIVE HELP"

utilized by Communist leaders for political purposes. But, in most nations of Latin America, the bulk of the laborers are unorganized and are very much at the mercy of their employers.

American industrialists and businessmen abroad too often feel that they are doing all that they need do in labor relations if they keep within the local laws, whereas these local laws in many cases do not begin to assure labor protection. And thus, we find many American businessmen abroad who are far more reactionary, far more prone to dismiss as Communist every possible labor agitation than they would ever have been had they remained in the United States itself. I have heard very responsible business leaders in various Latin American nations reject all non-"rightist" organizations as being Communist.

Quasi-experts from "golden ghettoes" often help further narrow attitude

AMONG THE organizations thus condemned were the various Christian Democratic movements of Latin America which differ greatly from country to country but which in some of these countries offer a healthy political alternative to the extremism of the right or the left. I cannot speak of Panama where the Christian Democratic Party has only recently been created.

An added problem is created for the United States when these very Americans who have been living within their golden ghettoes in Latin America return to the United States. They pass in their U.S. circles as quasi-experts on Latin America. Their judgments are respected. They often help to further narrow attitudes on Latin America, for example the quite endemic notion that Latin America should be more explicit in thanking the United States for its aid.

Recently I was in Miami, Fla., at the very time that the President of Panama requested of President Kennedy a revision of the Canal treaty. This request was announced in a Miami newspaper under headlines which said something like this, "Panamanians Not Content, Want More." There are many persons in the Canal Zone who still repeat the wornout expression, "This country would still be swimming in alligators if we hadn't come." No one denies the great helps that have beeen received in Latin America from the United States presence and industry, but it is entirely false to suppose that all or most of these have been realized out of merely philanthropic purpose.

EVEN WHEN this purpose is evident, it remains difficult to receive help from another and doubly so when he is so tactless that he keeps reminding you that he is giving you this help. There is a rightful propaganda and political value in international giving; but it must be discreet.

I have spoken of the ignorance which exists on both sides of the Rio Grande regarding the other side, and I have stressed particularly the American ignorance of Latin America because I am speaking to the American Society, but it is necessary to pin down in some fashion a few aspects of this ignorance. What is the American ignorant of regarding Latin America? This is a very vast subject which I can only pretend to open up for your consideration.

First of all, it might be said that a person from the United States must wash his mind of accepted social and political patterns if he is to understand the social and political structure of Latin America. He is used to a society which was born and grew on a frontier in the form of rugged democracy. He has never experienced an aristocratic colonial structure into which Latin America was born with the Spanish, with the Iberian conquests and into which it has remained more or less fixed for 400 years.

The Latin American Conquistadores and their descendants in power have for so long held the landed wealth and economic and political control that it is ingrained into their habits of thinking that things should be as they are. One might explicate their attitude by saying, "Some are born to riches and power and comfort, the rest are not." This attitude does not spring from malice; it is characteristic of all aristocratic societies; and we must remember that most societies have been aristocratic until very recently in history.

WHEN THE aristocrats exercise their power and wealth with a personal interest for at least the minimum support of the masses, then we have a paternalistic society which has many virtues in certain periods of social evolution. When this does not happen, then we have an oligarchical structure which brings about genuine oppression of the masses. In any case, the existence of this structure in Latin America sets it off considerably as regards the United States. You cannot begin to compare, for example, the youth of the United States and the youth of, let us say, Bolivia. The great bulk of the U.S. youth will study all or most of the way through high school. In Bolivia, possibly only 7 percent will ever get as far as high school, and certainly no more than 1 percent will reach the university.

Yet, if you take that upper 1 percent and compare it to the average American youth, you will probably find that the Bolivian in question has broader cultural values than the average American student of his own age. Comparisons between the two societies, north and south, are obviously quite difficult.

The tourist from the United States who visits Latin America and only goes through its cities has the impression of

Primitive society, growing slums just few miles outside the cities

a uniform civilization because he stays in the best hotels and travels by the best means. Yet, if he takes the time to go just a few miles out of the city in almost any direction, he will find a very primitive society; and nowadays, he need only visit the growing slum areas to have a firsthand impression of the suffering masses of Latin America.

"CHANGES MUST BE STUDIED"

WITHOUT DEVELOPING this comparison any further and only having suggested it to you, I must mention another complicating factor. The startling phenomenon of Latin America today is precisely that this aristocratic social structure, which has held together for all these centuries, is crumbling with amazing speed. This, too, complicates the consideration of the Latin American scene. There are many factors which could be adduced as causes and explanations of the social changes now being experienced.

Aristocratic social structure crumbling with amazing speed in Latin America

Certainly one of them is the tremendous population growth in Latin America, said to be the heaviest in any area of the world. Within 30 years, the population of Latin America will double. For static economies, not used to economic expansion, this inevitably produces tremendous problems of unemployment, housing, schools, churches, hospitals, etc. Another great change that has occurred is the introduction in the cities more and more of the U.S. way of life with all its comforts, for those who can buy them.

This has increased the already existing tendency of the Latin American landowner to live in the city. His absence from the land and his unconcern about the land have helped to accentuate the very grievous problems of production in many rural areas. This neglect of the land is starkly evident in Panama where the great bulk of the land we farm is still cultivated without the assistance of either machine or animals, being worked upon simply by hand. The population explosion on the land as well as the backwardness and unemployment of the "campesinos," added to the allurement of city lights, have produced one of the greatest internal migrations that history has recorded.

Throughout Latin America, masses converge upon the cities and produce the ever-growing slum areas. In Santiago, Chile, for instance, every year 40,000 persons pour in from the land. This is entirely apart from the vegetative increase of the city population itself. But the cities are simply not equipped to give houses, food, work, schools, and churches to all these late arrivals.

ONCE THEY HAVE exhausted available living space in the houses of friends, they must throw some boards together on any unoccupied land, and you have the beginning of the "Villa Miseria," the "Callampa," the "Casas Brujas," the "Favella," etc., as these blights upon our cities are colorfully termed in the various countries of Latin America.

There are other factors that bring about change. The American tends to think of the Industrial Revolution as something that occurred already. Actually, it is just beginning in most areas of Latin America, and it is producing the same effects that it brought about in Europe and in the United States. The major problem is that the effects brought about by this recent industrial revolution and the other factors which I have briefly pointed out are occurring with such tremendous velocity, one might say that Latin America is being forced to go through, in 30 or 40 years, what other nations have experienced in periods of centuries.

It is not surprising, in view of this circumstance, that many of its own aristocratic leaders very honestly oppose many of the inevitable changes which are taking place and consider them the works of destruction. The insistence by the U.S. Government and the Alliance for Progress upon such sweeping changes as tax reform and land reform and vocational education and guidance, etc., can appear to the conservative minds of Latin America as reckless. It is necessary to understand that not every opposition to change in Latin America springs from ill-will simply, and that often the over-simplified appeals for change which come from United States representatives at home or abroad warrant some distrust.

IF SOCIAL STRUCTURES are changing rapidly and must change rapidly, these changes must nonetheless be carefully studied and, as far as possible, controlled. On the other hand, it is certainly to be regretted that it is so characteristic of the comfortable classes of Latin America to resist change, all change that is social as well as economic, and to ascribe their resistance wholly to motives of anti-communism, when it is quite obvious that their most serious concern is often with their own economic and social position.

This is regrettable, but it is also regrettable that so few Americans, whether at home or abroad, have a genuine intuition into the social structure of Latin America as it has been, and the social changes which are now taking place. The reactionary attitude of so many Americans living abroad succeeds in giving the almost universal impression that they, and therefore the United States, are identified with those who resist social changes.

The poor Latin American sees the very high standard of living portrayed in the U.S. movies which have had a strong effect in increasing his desire for greater comfort in life; he sees the Americans in his own country living very comfortably; he sees the tourists who come through and criticize quite freely everything that does not come up to their own standards of material comfort; and he has the impression that the American is not concerned about his poverty.

Established order concept varies; masses don't get U. S. aid direct

FOR EXAMPLE, when President Eisenhower came to Chile in 1960, he spoke very eloquently about the need for inter-American unity, but used some ill-chosen phrases. He exhorted all who heard him to the defense of the established order. This phrase is quite accept-

able in the United States, where most people have a comfortable share in the established order, but it is politically dead in Latin America, where most people want to change the established order for one in which they can have a larger share of goods and of power.

Again, there is the problem that the U.S. relations with Latin America are generally and officially carried out through the governments. Many of these governments are struggling for economic survival, so that the great bulk of U.S. aid, which is not military, goes into balancing their budgets. This goes on without the kind of social and economic reforms which might serve to balance some of the budgets internally. Meanwhile, there are tremendous examples of human suffering, such as now affects over 20 million poor in northeastern Brazil, who do not receive, as they might, the direct help of the people of the United States.

I recognize that these are complicated problems, but I mention them because of the undoubted effect that they produce upon the Latin American mind. It is very difficult for a person in the United States to understand how anyone can be drawn to communism; but it is terribly easy for the pied pipers of Moscow to entice millions of our poor in Latin America to their and our own destruction. I need not describe for you who know this problem very well some of the extreme examples of poverty, ignorance, and other physical and moral miseries which are so common in Latin America. Perhaps a story might help to bring out what I want to express.

This Helps, But It Isn't Enough

A FEW YEARS AGO I met in Chile a young Argentinian priest who was trying to make contact with some of the poorest elements of Santiago slums. He actually lived in these slums in miserable conditions for several months in his initial contacts and has always continued to return to this same form of life from time to time. After the first few months of this kind of living, I met him and, among other things, he made this remark to me, "You would be surprised what most tempted me during these months in the Callampa (slums).

"It was not anything concerning women or drink or things that men generally consider to be their temptations. It was rather the temptation of communism. I would never become a Communist because I know too much about it and about our own Christian faith, but I can certainly understand the temptation, and I even felt it. When one is immersed in misery and he is only offered one solution, namely, the Communist solution, he does not have much of an alternative. It is either this or no hope for change."

The remarks of this young Jesuit priest struck me forcibly. We must offer hope to our poor, genuine hope, hope for genuine and lasting improvement.

Too often the richer classes of Latin America feel that they are doing all that they can and must for the poor by bringing them gifts at Christmastime, organizing summer camps for their children, teaching catechism to these same children, setting up orphanages, etc. Obviously, this is only a paternalistic solution, not adequate to the times. It alleviates the sufferings but does not remove their cause nor does it improve lastingly the economic and social situation of the poor.

I THINK MANY Americans abroad have fallen into this same type of paternalistic thinking, and so have all those Americans at home who think that the problems of Latin America, economic

Mingling, Sharing Thoughts, Ideas, Dispels Ignorance

and social, can be solved simply by sending money or other forms of economic assistance. These are needed, but the solution lies in carefully guided structural change, linked to education in community responsibility and community effort.

If I may begin to sum up, I would say that one of the greatest obstacles to better relationships between the Americas is ignorance of one another, an ignorance which is shared in often by Americans abroad and, of course, in these considerations we have included those Americans living in the Canal Zone sector of Panama. Overcoming this ignorance requires not merely a factual learning about the countries of Latin America but a feeling for the strong differences in cultural and social organization.

All this is complicated the more by the tremendous social changes now taking place in Latin America. Our problem becomes every day more complex. Some persons may think that we are only recently becoming aware of our poor in Latin America; this is not entirely true. By reason of many of the things which I have tried to describe, we are acquiring every day a greater number of poor in more areas. Thirty or forty years ago the problem of misery in Latin America, as it now exists on the land and particularly in the slum areas of the cities, was unknown.

What conclusion can be drawn from those observations?

THERE IS A tendency for us to preach to one another on these matters, Americans to Latin Americans and vice versa, and perhaps I seem to be preaching to you today. Actually, there is no easy solution as we all know, but a beginning of a solution lies in the recognition of our mutual ignorance and in an effort, particularly on the part of those who are living in Latin America, to make a real contact with its peoples; to jostle one's self occasionally out of his busy or comfortable round of life; to travel about the country, learn the language above all, and talk to the people, listening perhaps more than one talks.

I have many friends in the Canal Zone—and please remember that I was born in the Canal Zone—who have lived there for 30 or 40 years without ever having made any attempt to learn the Spanish language. This, of course, means a marked disinterest in Panama. And, when this is multiplied by many, many individuals, it can help explain the impression that is given to the Panamanians of supreme indifference on the part of U.S. people, which they must judge through the Canal Zonians, the military forces in Panama, the official authorities, and the tourists.

Recently there has been a marked effort on the part of responsible sectors in the Armed Forces, in the Canal Zone and in the Embassy to initiate beneficient contacts with Panamanians. This has given rise, for example, to help for children and for the poor through what is popularly known as "Operation Friendship," one of the greatest diplomatic successes in Canal Zone and Panamanian history.

AMERICANS RESIDENT in Panama, through this very American Society, have also undertaken beneficient activities. All this type of activity is of great help to the needy and serves to establish the kind of human relationship which has so often been lacking between Americans abroad and the peoples who surround them.

There are some Americans who would like to affect also the ideological orientation of certain student, labor, and other groups. This, of course, must be done with care, lest it appear as a public interference in local politics. Perhaps much more can be done, at least to erase the image of a retarded and regressive American capitalism, by promoting economic endeavors which will favor the kind of social and economic changes that are desirable in Latin America.

We talk a great deal about the need for greater social justice in Latin America, which might be characterized as meaning a more equitable distribution of the national wealth. Americans

Americans can help in "social mobility;" Latin American capital straying

should take a certain leadership in Latin America by the way they pay their help, by the way they train their help, by the guarantees they give, by the social mobility they encourage, in allowing competent help to rise to top positions even in American firms in Latin America, etc.

But, we must all realize that simply dividing up the national wealth among all the citizens would perhaps only leave us all poor. It is equally important that we stress the necessity for economic development so that there will be greater wealth and greater production to be shared and enjoyed by all.

THIS IS PERHAPS the greatest secret which Americans abroad should begin to reveal to many of their local friends and business associates. It is a scandalous fact that great quantities of capital from Latin America are being sent abroad to be placed often in foreign deposits. This represents, on the part of Latin American capitalists, an injustice to their own countries which are at the same time requesting that the United States officially, and through its business enterprises, invest capital in Latin America.

The entire capital promised by the Alliance for Progress over the next 10 years is said to be considerably less than the capital deposited by Latin American capitalists abroad in the last few years. The Latin American governments should do as much as they can to stop and to penalize this flight of national wealth abroad, but much has to be done to change the mentality which permits and encourages this kind of flight. The Latin American capitalist is obviously manifesting little faith in the economic and political future of his own country. He can be encouraged to greater faith by his own American friends living in Latin America. Furthermore, the Latin American capitalist who sends his money abroad often does so because he does not realize the opportunities which he could develop by investing some of that capital at home.

The proper investment and control of development of capital in wealth-producing enterprises in Latin America is a lesson which must be learned, but the wealth of Latin America would still tend to maintain a colonial and non-progressive mentality of hoarding the wealth, or at least of not investing it unless there is an assurance of a large and quick profit.

FURTHERMORE, the Latin American generally—and this I recognize as a Churchman—is often bereft of a social sense in his religion. He does not clearly recognize his moral obligations to society, in politics, business, or social relations. The Latin American capitalists who drain the wealth of their nations, even if it is their own, by sending it abroad are probably not conscious of the very grave social harm they so occasion to their nations, or at least of the social moral responsibility involved in their procedure.

When anyone speaks of Latin America, as I have done, it is necessary to honestly remind all of us, including the speaker, of the danger involved in generalizations. The economic and social picture of Latin America varies greatly from country to country and region to region. Just for example, there is much more social mobility in Panama City than there is on the land, and much more in Panama than many of the other nations of Latin America. The vast particular differences in Latin America must not be forgotten when we generalize.

And so I end as I began by reminding you that these have only been some personal observations on our inter-American relations which I pass on to you with the hope that they may be of some help in your own thinking about the problem, and with the realization that we must continue to think and discuss these problems quite openly and frankly because, without a clear knowledge of what is happening around us and a generous will to work together for a society that is true to our spiritual traditions in both North and Latin America, and free and progressive, and just and generous to all its citizens, we may fear for evil days ahead.

I have often said and I really believe that communism in Latin America is not our real danger; that communism would not have a chance in Latin America if we, who call ourselves Christians, would just occasionally stop thinking only about ourselves and look at these general problems which affect each country and all of us together, and then make some generous effort to achieve the kind of society which our gospel and our faith would demand.

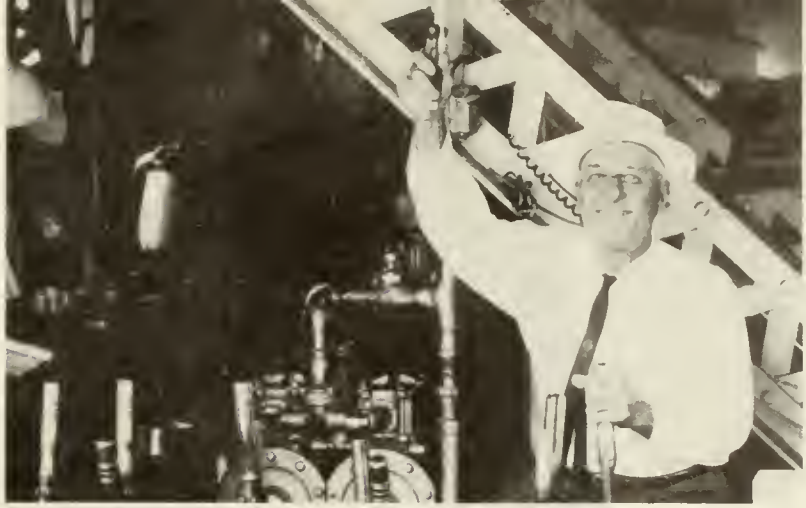
IT WILL BE many a year before a significant improvement comes about in the socio-economic problems of Latin America. But it is important to raise hopes now. Pessimism and despair drive men to extreme solutions—such as communism. We are in an age of rapid change in Latin America. If our Latin American business leaders, if the United States, if U.S. personnel and citizens in Latin America appear as enemies of change, they will continue to lose the confidence of the masses and of many serious social leaders.

If, on the contrary, as they have begun to do, they at once encourage and guide socio-economic changes (tax reform, land-reform, broader technical education, etc.) into healthy, productive channels, communism in the Americas will wither and die, for its roots will have been cut, and we may hope for a new flowering of the spirit of man freed from its present miseries and saved from the yawning abyss of Marxist despair.

"...We may hope for flowering of spirit of man . . . saved from yawning abyss"

"ITS ROOTS WILL HAVE BEEN CUT"

Heading For New Diggings



P. Alton White tries the seat at the controls of the 15-cubic yard dipper dredge Cascadas. His father had been its chief engineer.

ALLEGIANCE to the Dredging Division, its men, machinery, and equipment, and pride in its accomplishments:

That capsulizes the impression of P. Alton White as, looking toward retirement, he glanced back at high points during his 38 years with the Division.

Mr. White retired April 1 as Dredging Division Chief, the only man to have held that title. Before he took over in 1950, his predecessors on the job had been designated superintendents.

During Mr. White's service, the Panama Canal embarked on, and completed, its longest single project since construction days: Project 13. This job, spanning two decades, laid the groundwork for and proved the value of the continuing program for widening of the Canal channel from 300 to 500 feet.

Project 13 was widening from 300 to 500 feet a 1½-mile channel section through Culebra Reach, the worst slide area. More than 9.9 million cubic yards of earth and rock were drilled, blasted, sluiced, and dug between January 1935 and fiscal year 1955-56, when the project was completed.

Goals were to provide a passing area and reduce slide frequency by grading the slopes. It wasn't a continuous project over all those years. It was one on which work was done when other priorities didn't require concentration of Dredging Division efforts elsewhere.

Other highlights during Mr. White's career here were deepening of the Pacific entrance channel and Balboa Harbor 5 feet, dredging the third locks entrance channels during World War II, at Miraflores and Gatun Locks and the north approach to Miraflores Lake, construction of the Balboa convoy assembly area opposite Fort Amador, and the Canal channel widening program, started in 1959 and to be completed in 1966 or 1967.

The assembly area was for mooring of Navy tankers, and could handle 12 seagoing supertankers. Mr. White recalls that three 15-cubic yard dipper dredges and two suction dredges were at work on this program: the dipper dredges *Gamboa*, *Paraiso*, and *Cascadas*, and suction dredges *Mindi*, a 28-inch, and *Las Cruces*, a 24-inch.

The dipper dredges were 3 of the 20 at work in 1915 at the end of the construction period, and the *Cascadas* and *Paraiso* are 2 of only 5 known dipper dredges of their size in the world.

The dipper dredge, he feels, is the most important type ever used on the Canal, as it can be moved faster, in and out of the channel even in intervals between transiting ships, and is versatile, digging both hard and soft material.

Another high point in his memories was building of the town of Gamboa in 1936-38, with a layout of separated residential, civic, and service facilities.

A special affection for the dredge *Cascadas* is evident as Mr. White fields questions. His father, D. P. White, was chief engineer of the *Cascadas* before his retirement in 1942.

Original log books still aboard show the *Cascadas* has dug nearly 47.2 million cubic yards of earth and rock since it was commissioned October 13, 1915. It has dug a record 23,000 cubic yards in 24 hours.

Among the "sad days" he recalls was the layoff right after World War II when the *Mindi* was tied up for 2½ years for economy reasons. "We had to lay off some highly qualified men," he regretted, but although many of them went on to jobs elsewhere in the Americas, some later returned to the Panama Canal.

Most of the sad days he recalls entailed cutbacks for the Dredging Division for economy or policy reasons. But he's pleased at having always stayed within his budget and kept overhead down.

He regards John G. Claybourn, Ann Arbor, Mich., a former superintendent of the Dredging Division, as one of the greatest men he ever met. Mr. Claybourn, a civil engineer, and Mr. White came to the Isthmus at the same time, in 1910, when the latter's father entered Canal service and Alton entered the first grade at Gatun. He's a graduate of Balboa High School. Project 13 was started while Mr. Claybourn was Dredging Division superintendent.

Mr. White joined the Dredging Division as a recorder in 1925, was made an assistant supervisor in 1935, supervisor in 1940, and assistant superintendent in 1948, when A. C. (Gus) Medinger, now an Orinoco Mining Co. consultant, was superintendent. Mr. Medinger is the father of R. E. Medinger, chief admeasurer.

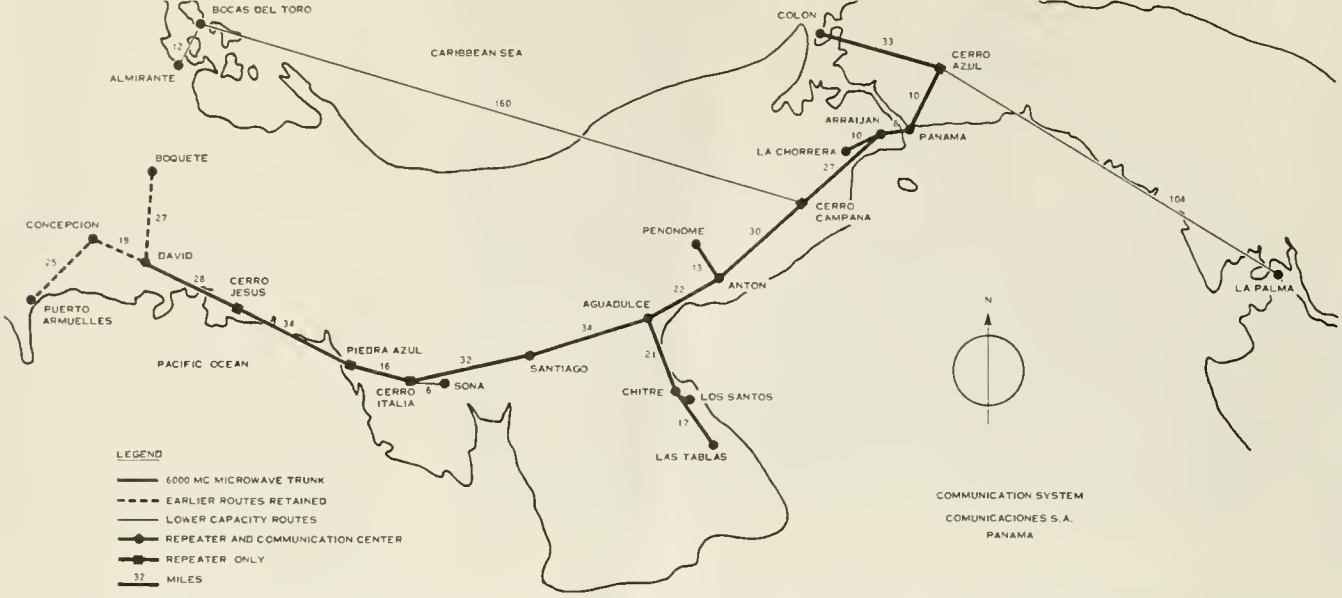
Mrs. White is the former Mattielee Brown. They have a son, Dennis, Phoenix, Ariz., an electrical engineer with General Electric, and a daughter, Jean Ann, Boulder, Colo., whose husband, Maj. Charles F. McGinn, is a Strategic Air Command pilot.

During his Canal service, Mr. White has been active in Community Chest and United Fund work, the Mutual Benefit Association, Boy Scout Council, and is a past president of the Canal Zone Amateur Radio Association. He is a member of the Canal Zone Society of Professional Engineers, the Society of American Military Engineers, and holds a Master Key to the Panama Canal presented by Governor Potter in 1960.

He and his wife plan to rent a house in Houston, Tex., where they have a lot of friends and relatives, and to spend some time with Mr. White's parents in San Diego.

He has enough hobbies to keep things from getting dull: ham radio, color slides, hunting, and fishing. He says he plans to hunt wild turkey and cerveza trees in Texas, geese and ducks around Port Arthur and Beaumont, where he has a number of friends in dredging who know where to go for good hunting and fishing.

And although retiring, Mr. White may not mean full retirement, for he admits that he may have "some interest" in future dredging projects.



Map of the communications system operated by Comunicaciones, S.A., showing location of key units and distances between them. Maintenance centers were located by traffic volume and geographic location.

Phone Microwave Network Growing

(The following article is based on one entitled "A Modern Communications System for Panama," published in the "Automatic and Technical Journal." It is excerpted and paraphrased in some parts to avoid technical data. It was written by Alan C. Walker of Lenkurt Electric Co., Inc., one of the firms involved in design and installation of the new microwave system.)

RARELY does an engineering group have the opportunity to design and build an essentially new communications system in a single operation. Such a situation did develop recently in the Republic of Panama, however, and through the combined and coordinated efforts of Lenkurt Electric and Automatic Electric, an entirely new communications network was brought to Panama.

Engineered, furnished, and installed for the private owner, Comunicaciones, S.A., the project enjoyed the keen interest and support of government officials, headed by President Roberto F. Chiari. The new system serves 20,000 subscribers in major population centers; with its modern services (including the convenience of direct distance dialing) it is certain to grow rapidly.

The climate and rugged terrain and the lack of any substantial existing trunklines dictated the establishment of a microwave system. Because of the urgent need for the new facilities, several activities were carried on at the same time. For example, preliminary equipment orders were placed very shortly after the arrival of radio-path survey parties in Panama City.

In general, the requirements were that telephone and telegraph transmission performance be equal to that of the domestic network in the United States of America, and that all circuits be compatible and interconnectable with those of the Inter-American Telecommunications Networks, now in the planning stages.

To insure a system that would provide overall performance equal to these high standards, the microwave paths were very carefully evaluated for fade margin and idle circuit noise level. Tower heights at the 14 microwave sites were so specified that atmospheric conditions would have minimum effect.

President Roberto F. Chiari at the inauguration of the new Comunicaciones, S.A., microwave network.

Antenna sizes were made conservatively large and the net result was a microwave path reliability greater than 99.99 percent.

Future growth was naturally a factor. Antennas are so equipped that there will be minimum system interruption when expansion becomes necessary. The equipment is designed to make easier addition of a system for TV distribution throughout the country. Even with this planned addition, the original battery plant installations will still have at least 8 hours reserve.

Either because commercial power was absent at many locations, or because the existing municipal plants already were overloaded, it was necessary to provide for power at a number of sites. For utmost reliability, dual generating plants were provided at these points.

Three maintenance zones were established for the system, with centers located in Panama City, Aguadulce, and David. Any change from normal operation of the monitored equipment, at any station, is noted immediately, and the changed condition displayed on the system status panel to inform maintenance personnel.

Telephone and teletype service switching offices were installed at David, Santiago, Aguadulce, Chitre,

Bocas del Toro, and Panama City. The system was interconnected with an installation made in March 1960 which linked the towns of David, Boquete, Concepcion, and Puerto Armuelles, all in western Panama.

Urgency of time required that the first circuits be operated on a manual basis until the dial exchanges could be installed. New dial telephone exchanges have now been installed and connected into the system.

Additional channel groups can be added when traffic requirements demand it. The over-water link from Cerro Campana to Bocas del Toro, 160 miles away, uses high-gain antennas, because line-of-sight does not exist over this path.

In June 1960 a system installed at David made possible automatic dialing by customers in their cars to anyone else in the area. This is effected through exchanges at David, Boquete, Concepcion, and Puerto Armuelles. This system was the pioneer installation of its type outside the United States.

Panama's communications are modern, efficient, and dependable. The services will shortly offer dialed-up telegraph (which will include modern data handling), and a television network. The Panama communications project is an outstanding example of what a determined group of engineers can accomplish in a short time, when the opportunity is offered through the vision of a progressive administration. The project also demonstrates the manner in which members of two sister companies, Lenkurt Electric and Automatic Electric, work together to get a big job done.

Eduardo González, executive vice president of Comunicaciones, S.A.

The Cerro Pelado reflector unit at Gamboa in the Panama Canal microwave system. This is a sample of the terrain problems encountered in construction of units for the Comunicaciones, S.A., network.

Like Zone's System

OPERATIONALLY, the microwave communication systems of the Panama Canal and Comunicaciones, S.A., are the same, and electronic equipment components were made by the same companies.

The Canal Zone system planning was started in 1957, it reached final design stage in 1959 and Phase I installation was completed in 1960. Installation of links with the Federal Aviation Agency installations on the Isthmus was completed in January 1962.

Micro system message routing between Cristobal and Balboa Heights is from the Cristobal exchange to a reflector at Gatun, via a reflector on Cerro Pelado at Gamboa to one on Sosa Hill on the Pacific side, thence to the Balboa Heights exchange. A reflector on Ancon Hill links the FAA operations building with its Chiva Chiva radio station. Other outlying FAA radio stations are at Cerro Galera and Telfer's Island.

A call from the Canal Zone to parts of the interior now served by the microwave system formerly took as long as a half hour to an hour to complete, because of cable capacity limitation and the number of separate connections that had to be completed. And when completed, voice quality was often far from what was to be desired. Time required now is only from half a minute to a minute, with voice quality so good that there's no difference between a call to David and one to Panama City.

The 102-pair Panama Canal's Trans-Isthmian Telephone Cable No. 2 along the Trans-Isthmian Highway still is in use, but cable No. 1 along the railway no longer carries trunk calls. It is a 49-year-old 50-pair cable, and now is used only for local calls between Gamboa and Cristobal.

The firm of Gibbs & Hill designed the Panama Canal microwave system and it was installed by Motorola Communication & Electronics, Inc. The Engineering Division of the Engineering and Construction Bureau worked with the design firm and the Electrical Division worked with the installation company on the projects.

CANAL HISTORY

50 Years Ago

THE ONLY materials to be purchased on annual contracts for the year, it was announced, were lubricants, waste, white lead, red lead, rope, forage, turpentine, kerosene, and gasoline. All other supplies were to be purchased under emergency contracts terms.

The decision was in line with policy instituted in 1910 of gradually reducing the stock of materials carried in store on the Isthmus so that when work on the Canal was completed there would be the least possible amount to dispose of.

An error in designating the picture on the 2-cent stamps in the Panama-Pacific Exposition commemorative series as "Gatun Locks," when it really represented Pedro Miguel Locks, led the Post Office Department to destroy all of the stamps thus printed—about 20 million.

25 Years Ago

EVACUATION of Paraiso, long headquarters of the Dredging Division, was proceeding rapidly in the third and final year's program of transferring the division to Gamboa.

In the wake of arrest of 3 persons in New York on charges their mission was to obtain U.S. military secrets, it was announced their instructions included obtaining wartime plans for operation of the Panama Canal Locks. Identified only as agents of an "unnamed European power," all were said to have been either German-born or educated in Germany.

Two bills, one for 30-year retirement for Canal employees, the other for annuities for widows of Government workers in the Canal Zone, were before Congress.

10 Years Ago

AUTHOR and playwright J. P. McEvoy and his wife were preparing to sail for return to the States after having spent 2 weeks on the Isthmus. Mr. McEvoy also was a roving editor of *Readers Digest*, Mrs. McEvoy also was a widely known writer.

Preliminary work was under way on erection of the Goethals Memorial at the foot of the Administration Building steps.

A seafaring career spanning half a century and linking the sailing ship era with that of modern luxury liners neared an end for Capt. Erik J. Eriksen, master of the liner *Cristobal*. He had accepted appointment as Panama Line agent in Port-au-Prince, Haiti, and after a vacation he and Mrs. Eriksen were to move to the Haitian port to begin "landlubber" duties.

One Year Ago

DEAN Roger C. Hackett of the Canal Zone Junior College, which he had headed since 1941, planned for his retirement following the close of the summer session in late August.

The Canal Zone Health Bureau's achievement of almost 2 million consecutive hours without a disabling injury was recognized with presentation of the National Safety Council Award of Merit to the Bureau.

Four earthquake tremors shook up the Isthmus March 12, the first, at 4:42 a.m., strong enough to awaken many people. The strongest, at 6:41 a.m., was rated Intensity V. The 'quake center probably was in the vicinity of the Panama-Costa Rica border.

RETIREMENTS

RETIREMENT certificates were presented at the end of February to the employees listed below, with positions, and years of Canal service:

Frank H. Archibald, Deckhand, Port Captain's Office, Atlantic Side; 37 years, 7 months, 7 days.

Violet L. Bingham, Elementary School Teacher, Latin American Schools, Atlantic Side; 35 years, 7 months, 6 days.

George P. Bonneau, Jr., Contraband Control Inspector, Custom Division, Pacific Side; 14 years, 10 months, 26 days.

Nicolás Borbua, Helper Lock Operator, Locks Division, Atlantic Side; 42 years, 10 months, 10 days.

Ronald Chambers, Launch Operator, Port Captain's Office, Atlantic Side; 24 years, 5 months, 10 days .

Edward A. Eckhoff, Planner and Estimator, Industrial Division, Atlantic Side; 28 years, 5 months, 2 days.

Benjamin Ennis, Pest Control Inspector Community Services Division, Pacific Side; 22 years, 7 months, 23 days.

Richard W. Fuller, Supervisory Claims examiner, General Audit Division Pacific Side; 28 years, 11 months, 10 days.

Mervial O. Maynard, Radio Operator, Dredging Division, Pacific Side; 39 years, 3 months, 21 days.

Gerardo Pascual, Helper Lock Operator, Locks Division, Atlantic Side; 21 years, 9 months, 11 days.

Erwin F. Ramsey, Engineman, Hoisting and Portable, Community Services Division, Atlantic Side; 19 years, 9 months, 4 days.

Arthur E. Richards, Guard, Motor Transportation Division, Atlantic Side; 43 years, 5 months, 4 days.

Paree L. Roland, General Foreman, Public Works, Maintainance Division, Pacific Side; 19 years, 6 months, 17 days.

Clyde L. Sharp, Finance Branch Superintendent, Postal Division, Pacific Side; 31 years, 7 months, 9 days.

Chanan Singh, Stevedore, Terminals Division, Atlantic Side; 34 years, 3 months, 11 days.

Gurdas Singh, Stevedore, Terminals Division, Atlantic Side; 31 years, 3 months, 29 days.

Alberta M. Stone, Freight Rate Assistant, Supply Division, Pacific Side; 15 years, 8 months, 13 days.

Cecil S. Thompson, Train Baggageman, Railroad Division, Atlantic Side; 32 years, 8 months, 13 days.

Lebert Trotman, Deckhand, Port Captain's Office, Atlantic Side; 21 years, 10 months, 1 day.

James U. Williams, Guard, Terminals Division, Atlantic Side; 18 years, 3 monts, 4 days.

ACCIDENTS

FOR THIS MONTH AND THIS YEAR

FEBRUARY

	FIRST AID CASES		QUIET HOSPITAL ZONE CASES		PAY CHECK OR LEAVE BALANCE DAYS ABSENT	
	'63	'62	'63	'62	'63	'62
ALL UNITS	242(11)	215	13(1)	12	198	282
YEAR TO DATE	510(23)	403	27(2)	24	271(7)	6360

( ) Locks Overhaul injuries included in total.

ANNIVERSARIES

(On the basis of total Federal Service)

40

SUPPLY AND COMMUNITY SERVICE BUREAU

Henry E. St. Omere
Teller
James N. Morgan
Leader Laborer Cleaner

30

CIVIL AFFAIRS BUREAU

Robert L. Snyder
Services Assistant to Director of Posts

MARINE BUREAU

Walter G. Brown
Inspector, Scales and Oil Meters
Alvin A. Rankin
Inspector, Floating Equipment
Nathaniel A. Daley
Foundry Chipper
David E. Grant
Maintenanceman, Rope and Wire Cable
Karm Singh
Deckhand

SUPPLY AND COMMUNITY SERVICE BUREAU

Earl C. Orr
Supervisory Merchandise Management Officer
Alva J. Henry
Guard

TRANSPORTATION AND TERMINALS BUREAU

Juan J. Barrera
Automotive Equipment Serviceman
Rupert A. Walters
Shipment Clerk
Delfino Andrade
Guard

20

ADMINISTRATIVE BRANCH

George Vieto
Chief, Transportation Section

CIVIL AFFAIRS BUREAU

Margaret M. Finnegan
Window Clerk
Iris D. Richmond
Window Clerk

ENGINEERING AND CONSTRUCTION BUREAU

Laurent J. Baptiste
Central Office Repairman
Lucille M. Fulop
Secretary (Stenographer)
Milton M. LaCroix
Shift Engineer
John W. Williams
Maintenanceman Distribution Systems
Eruolfo A. Angulo
Truck Driver
Sebastián Barsallo
Paver
Frank M. Cambridge
Heavy Laborer
Urvin N. Cornwall
Paver
José A. Córdova
Helper Electrician, Power Plant
Alfredo C. Newball
Seaman
Juan Pastor Pacheco
Laborer
Justo P. Villalaz
Painter

HEALTH BUREAU

Ella A. Partons
Staff Nurse, Tuberculosis
Marcia H. Van Horne
Administrative Assistant
Winona A. Smith
Medical Technician, General
José A. Delgado
Heavy Pest Control Laborer
Cyril G. Francis
Hospital Attendant
Gelacio Marín
Diet Cook
Lorenzo Pérez
Hospital Food Service Worker
Jorge Sánchez
Exterminator
Joseph A. Soberanis
Nursing Assistant, Psychiatry
Victor A. Thompson
Messenger and Motor Vehicle Operator
Jorge Ubarnes
Hospital Food Service Worker

MARINE BUREAU

Walter A. Dryja
Assistant to Marine Director
Frank P. Marczak
Marine Traffic Controller
Robert L. Rankin
Marine Traffic Controller
Richard W. Thompson
Marine Traffic Controller
Frank Robinson
Motor Launch Captain
Pedro Abrego
Deckhand
José M. Amaya
Helper Lock Operator
Alfonso Brown
Helper Lock Operator
José Cea
Maintenanceman
Cedric I. Gibb
Helper Lock Operator
Manuel Montout
Deckhand
James Parris
Helper Machinist
Israil Rook
Seaman
Carlos A. Victoria
Deckhand
N. F. Whitfield
Maintenance Painter

OFFICE OF THE COMPTROLLER

John R. Gough
Budget Analyst
Elizabeth Sudron
Travel Expense Claims Examiner

SUPPLY AND COMMUNITY SERVICE BUREAU

Albert D. Jones
Grounds Maintenance Equipment Operator
Leticia E. McDowell
Clerk
Margaret Mussa
Clerk Typist
Teodoro Abrego
Baker Assistant
Banfield F. Alleyne
Laborer Cleaner
Joseph A. Chambers
Baker Assistant
A. C. Jiménez
Utility Worker
Myrtle A. Garraway
Utility Worker
Justino Góndola
Milker
Evans A. Gooding
Utility Worker
Allan S. Vanterpool
Laborer Cleaner

TRANSPORTATION AND TERMINALS BUREAU

Juan F. Edmondson
Electrician
Arthur B. Rigby
Engineer, Locomotive Yard
Roswell J. Tobin
Leader, Liquid Fuels Wharfman
James O. Brown
Stevedore
Dennis E. Clarke
Helper, Liquid Fuels Wharfman
José A. Damas
Line Handler
Félix Anselmo Dogué
Shipment Clerk
Héctor Haddo
Automotive Equipment Serviceman
José Lara
Stevedore
Moisés Minas
Leader Railroad Trackman

PROMOTIONS AND TRANSFERS

EMPLOYEES promoted or transferred between February 5 and March 5 are listed. Within-grade promotions and job reclassifications are not listed.

ADMINISTRATIVE BRANCH

Ranghilt H. Melzi, Clerk-Typist, Division of Schools to File Clerk.
Samuel H. Edwards, Counterman, Supply Division to Messenger.

CIVIL AFFAIRS BUREAU

Hector Ching, Detention Guard, Police Division, to Firefighter, Fire Division.
Cecil L. Miller, Truck Driver, Dredging Division, to Detention Guard, Police Division.

Postal Division

Dick R. Brandom, Finance Branch Superintendent to Relief Supervisor, Balboa.
Milton J. Halley, Relief Supervisor, Balboa, to Finance Branch Superintendent.
Bernard J. Craig, Guard, Locks Division, to Distribution Clerk, Substitute.

Division of Schools

Lavon B. Dusold, Clerk-Stenographer from Police Division.
Doris T. De Fowles, from Clerk-Typist to Clerk-Stenographer.
Dorothy M. Darcy, Janet E. Jenner, Substitute Teacher to Teacher, Senior High U.S. Schools.
Sandra Motta, Substitute Teacher to Teacher, Junior High U.S. Schools.
Helen E. Jones, Joan Machatton, Substitute Teacher to Teacher, Elementary U.S. Schools.

ENGINEERING AND CONSTRUCTION BUREAU

Electrical Division

Alfred T. Marsh, Electrician to Test Operator-Foreman (Electrical-Power System).
Allen C. Swicegood, Electrician to Senior Operator (Generating Station).
Joseph M. Griffith, Railroad Trackman, Railroad Division, to Helper Machinist (Maintenance).

Dredging Division

Basilio Acosta, Wiper (Floating Plant) to Fireman (Floating Plant).
Ismael Fuentes, Heavy Laborer to Leader Heavy Laborer.
Albert R. George, Utility Worker, Supply Division, to Helper Machinist (Marine).
Faustino Martínez, Heavy Laborer to Boatman.
Theophilus Peterkin, Clerk to Clerk-Typist.
Sidney Bennett, Irwin C. Boyce, Winston Chambers, Samuel Pinzón, Jr., Navigational Aid Worker to Gas Navigation Light Serviceman.

Engineering Division

Lydia Czapek, Engineering Draftsman (Civil) to Physical Science Technician (Geology).
Virgilio F. García, Illustrator (General) to Illustrator.
Calixto Villarreal, Dock Worker, Terminals Division, to Surveying Aid.

Maintenance Division

Silvestre A. Cañizalez, Helper Lock Operator, Locks Division, to Helper Welder.
Ricardo Chen, Apprentice (Welder) (4th Year), from Industrial Division.
Goldbern E. Gittens, Carpenter (Maintenance), Locks Division, to Carpenter.
Carlos Pérez, Painter (Maintenance), from Locks Division.
Charles C. Wilson, Laborer (Cleaner), Community Services Division, to Painter (Maintenance).

HEALTH BUREAU

Julia E. Martin, Staff Nurse to Staff Nurse (Medicine and Surgery), Gorgas Hospital.
Eliza W. Robinson, Counterwoman, Supply Division, to Nursing Assistant, Coco Solo Hospital.
José M. Santimateo, Railroad Trackman, Railroad Division, to Laborer (Heavy-Pest Control), Division of Sanitation.
Gil Batista, Laborer (Cleaner), Community Services Division, to Laborer (Heavy-Pest Control), Division of Sanitation.

MARINE BUREAU

James M. Walsh, Towboat Master, from Dredging Division.
James E. Taylor, Clerk-Typist to Clerk.

Industrial Division

Levy Evelyn, Jr., Apprentice Welder (2d year), from Maintenance Division.
Valentine I. James, Helper Blacksmith (Heavy Fires), to Foundry Chipper.
Luis A. Fajardo, Heavy Laborer, to Helper Machinist.

Locks Division

King J. Julie, Seymour A. Price, Clifford L. Stewart, Painter to Leader Painter.
Marcelino Cerezo, Laborer, Dredging Division, to Asphalt or Cement Worker.
Marcos E. Del Río, Heavy Laborer, Maintenance Division, to Line Handler.
Juan Góndola, Laborer, Dredging Division, to Painter (Maintenance).
Leslie A. McLean, Line Handler to Helper Lock Operator.
Mickell Williams, Helper Lock Operator to Crane Hookman.

SUPPLY AND COMMUNITY SERVICES BUREAU

Mary N. Orr, Secretary (Stenography), to Administrative Services Assistant, Office of the Director.
Marilyn B. Gayer, Clerk-Stenographer from Accounting Division to Office of the Director.

Supply Division

Roberta J. Paterson, Clerk-Typist, Administrative Branch, to Accounting Clerk, Office of General Manager.
Bernice E. Smith, Clerk-Typist to File Clerk, Office of General Manager.
James N. Weeks, Stock Control Clerk to Accounting Clerk.
John F. Williams, Warehouseman to Guard.
Elías Gill, Laborer Cleaner to Sales Clerk.
Eugene G. Wilson, Laborer to Sales Clerk.
Jorge Hernández, Heavy Laborer from Locks Division.
Ralph S. Buddle, Laundry Worker (Heavy), to Extractor and Tumblerman.
Clifford W. Edwards, Extractor and Tumblerman to Washman.
Andrés Griffin, Clerk to Guest House Clerk.
Demóstenes Murillo, Heavy Laborer, Maintenance Division, to Laborer Cleaner.
Clarence E. James, Packager to Milk Plant Worker.
Frances A. Jolliffe, Package Boy to Utility Worker.
Steven R. Ashby, Bell Boy to Utility Worker.
Alfred J. Davis, Heavy Laborer, Locks Division, to Utility Worker.
Arthur Smith, Hugo Salazar, Pinsetter to Utility Worker.
Merdell B. Thompson, Utility Worker to Counterwoman.
Herbert Brown, Camilo Cordero, Alsay Thomas, Utility Worker to Counterman.
Conrad S. Best, Utility Worker to Grocery Attendant.
Wilfort B. Gordon, Utility Worker to Heavy Laborer.

TRANSPORTATION AND TERMINALS BUREAU

Terminals Division

Francois O. Modestin, Supervisory Cargo Clerk to Supervisory Cargo Tracer Clerk.
Frank Fox, Cargo Marker to Timekeeper.
Juan Sevillano, Dock Worker to Stevedore.
Reginald Denny, Llewelyn Q. Jolliffe, John R. Burnham, Cargo Marker to Clerk Checker.
Jerry R. Escalona, Laborer Cleaner, Supply Division, to Cargo Marker.
Clement S. McFarlane, Cargo Marker to Cargo Checker.
Noel A. Jones, Utility Worker, Supply Division, to Cargo Marker.
Selwyn O. Brown, Cargo Marker to Clerk.
José M. Maza, Laborer Cleaner, Supply Division, to Dock Worker.
Earl R. Russell, Counterman, Supply Division, to Cargo Marker.
Alfredo García, Clerk, Terminals Division, to Cargo Clerk.
Ruben Davis, Laborer Cleaner, Division of Schools, to Cargo Marker.

Railroad Division

Louis A. Atherton, Gornett H. Hartley, Clerk-Typist, to Supervisory Clerk.
Sidney Crawford, Oiler to Centrifuge Operator.
George M. Piggott, Helper Locomotive Engineer to Brakeman.
Albert Smith, Helper (General) to Painter (Maintenance).
Rupert Clark, Laborer Cleaner to Laborer.

Motor Transportation Division

Jorge Julián, Truck Driver to Truck Driver (Heavy).
Ricardo R. Reefer, Deckhand, Navigation Division, to Chauffeur.

OTHER PROMOTIONS which did not involve changes of title:

Thomas E. Spencer, General Claims Examiner, General Audit Division, Office of the Comptroller.

May V. Adonican, Bookkeeping Machine Operator, Accounting Division, Office of the Comptroller.

Ernesto O. Achon, Accounting Clerk, Supply Division, Office of General Manager.

C. Lammerts van Bueren, Canal Zone Guide (Interpreter), Panama Canal Information Office Canal Zone Guide Service.

Frank A. Venture, Storekeeping Clerk, Printing Plant, Mount Hope.

Hedwig Chávez, Clerk-Typist, Navigation Division.

William R. Bailey, Gerald W. Coffey, Marine Traffic Controller, Navigation Division.

Joseph Kendall, Aurelio Newball, Clerk, Navigation Division.

Hubert H. Vickers, Joseph C. Ward, Clerk, Railroad Division.

Peter A. Ellis, Clerk, Railroad Division, and Theater Usher.

Highroaders

(*Continued from p. 4*)

journey to San Jose, Costa Rica. That was when they took the name Highroaders. Some who were on that trip urged that Mr. Carlson arrange a reunion of those on the Costa Rica tour. He replied he wouldn't stage it unless they'd agree to go to Costa Rica for the reunion dinner. They replied, "Let's go" —and they did, and came on to Panama.

En route, they were said also to have been the first trailer caravan to visit the Yucatan peninsula.

One member of the party, Bud Blakeley, had been through the Canal on a Navy ship during World War I. Another, Henry Gustafson, had helped machine the Canal lock gates at Wheeling, W. Va.

One of the male Caravaners labeled the group, "The craziest people in the world with the most sense."

Home for the Highroaders is in widely scattered parts of the United States, and they were looking forward to spending some time with their families upon their return. But, already, the club has announced a new tour. This time it will be around the world by way of the Far East and Australia.

Officers of the Tourist Bureau of Panama extended their cooperation to the Caravan and advised them that any request for tourist information or plans for organizing similar caravans to Panama should be addressed to:

Instituto Panameño de Turismo, Box 4421, Panama, Republic of Panama, or to Wendell P. Colton Division, Wesley Associates, Inc., 630 Fifth Avenue, New York 20, N.Y.

A Bad Roll for Polio...

...But a Winner for You

ANYONE WHO'S SPENT a little time with the ivory cubes knows that three's a loser for the man handling the dice. But it's a winner in the current oral polio vaccine program in the Canal Zone—and that's not a gambling matter.

In fact, the only way you can gamble and lose in the oral polio vaccine program is to fail to get three—all three doses, that is.

The first dose already has been given in Gamboa and will be administered in the rest of the Canal Zone this month. Then, in May, the second dose will be given. And the third dose, the real clincher to the treatment, will be given at a still unannounced date.

All three doses are necessary for complete protection. Taking one dose and skipping the other two, or taking two and skipping the third one doesn't give you complete protection.

So don't gamble. Shoot for three in the oral polio vaccine program. All it requires is eating three cubes (made of sugar, not ivory), and what could be easier than that? Play the game of health with three as your point—and have complete protection.

SHIPPING

Bremen at Cristobal

THE FIFTH IN a line of famous ocean liners of the same name, the North German Lloyd's 32,335-gross-ton *Bremen*, is shown tied up at a pier in Cristobal during a recent visit to the Canal as a part of a cruise to the Caribbean. Members of the crew can be seen taking advantage of the sunny dry season Isthmian weather to paint the ship's side and lower the lifeboats for full overhaul and painting.

This *Bremen* is the former French liner *Pasteur*, built in St. Nazaire in 1938 and used during the war as a troop transport. She was purchased in 1957 by North German Lloyd and completely refitted for the North Atlantic trade and winter cruises. On her regular run she can carry 1,127 passengers in first and tourist classes, but on cruises the ship can accommodate 700. Her public rooms are completely air conditioned. According to her agents, the Continental Shipping Co., this *Bremen* has been visiting the Canal on winter cruises since 1960.

The most famous of the five North German Lloyd's *Bremens*, lost in World War II, came through the Canal on a cruise in February 1939 and still holds the record as the largest passenger vessel to transit. She had a registered gross tonnage of 51,730 tons, was 898.7 feet in length and had a beam of 102 feet. She was built in 1929. The first *Bremen* went into service between Germany and the United States in 1858, the second in 1897, and the third in 1922.

Painters at work near bow; lifeboat lowered to dock level for overhaul, painting.

TRANSITS BY OCEAN-GOING VESSELS IN FEBRUARY

	1963	1962
Commercial	841	841
U.S. Government	13	11
Free	8	11
Total	862	863
TOLLS *		
Commercial	$4,314,616	$4,390,163
U.S. Government	70,309	47,207
Total	$4,384,925	$4,437,370
CARGO**		
Commercial	4,876,698	5,290,975
U.S. Government	74,375	55,038
Free	39,312	48,004
Total	4,990,385	5,394,017

*Includes tolls on all vessels, ocean-going and small.
**Cargo figures are in long tons.

Frozen Cargo Ship

THE SHAW SAVILL LINE'S newest motor liner, the *Megantic*, is a glutton when it comes to carrying chilled and frozen cargo. The sleek new freighter, which returned to England early in March on the last leg of her maiden voyage to New Zealand, had most of her 665,000 cubic feet of cargo space filled with New Zealand products. Eighty-five percent of cargo accommodations is insulated.

All holds and upper and lower 'tween decks are arranged for frozen cargo. Wing compartments are intended for carrying chilled meat. Two deep tanks at the forward end of the No. 4 hold are suitable for edible oils. The ship will make regular trips through the Canal in the future, according to W. Andrews & Co., agents for the line here.

Easter Cruise

THE HOLLAND-AMERICA LINE'S *Rotterdam* is due to transit the Canal northbound April 9 on her way back to New York following an 80-day round-the-world cruise. She is reported to have on board a number of passengers from the U.S. west coast who are travelling to Europe on the ship with a stop in New York to view the annual Easter Parade.

On her way to the Canal, the *Rotterdam* will call at Acapulco. In New York, she will dock for 3 days before sailing for Europe. Passengers may use the ship as a floating hotel during the New York stay.

Horses-Horses

NOT LONG AGO 11 horses went through the Canal as passengers aboard the Gulf & South American Steamship Company's *Gulf Merchant*. It is not unusual to find horses listed as part of a ship's cargo but these were Chilean race horses worth $20,000 each. According to an item in the *Port of Mobile News*, the valuable animals arrived in Mobile safe and sound and were delivered to N. B. Hunt, the son of a prominent Texas oilman. Ten of them were brood mares: the 11th, Miss Therese, will race as a 4-year-old.

The *Gulf Merchant*, represented here by Panama Agencies, is one of a fleet of merchant ships plying between west coast South American ports and the gulf area.

France Has Birthday

THE LUXURIOUS French liner *France*, which docked in Cristobal March 25, recently completed its first year of operation. The vessel went into active service in the North Atlantic in February 1962 and since then has made 44 crossings, one cruise to the Canary Islands, and two to the West Indies.

The French Line reported that during the year the ship carried more than 65,000 passengers, and sailed 158,000 miles. With a length of 1,033 feet, the vessel is the world's longest. She was docked at Pier 9 in Cristobal during this first visit to the Canal.

Date Due

Due	Returned	Due	Returned
AUG 03	AUG 0 - 1992		

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P187

LATIN AMERICA

UNIVERSITY OF FLORIDA
3 1262 04820 4829